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The Daily Press.

HONGKONG, AUGUST 19th, 1912.

An excellent suggestion is made indirectly  
to the Chinese Government in a paper read  
before the annual meeting of the American  
Institute of Mining Engineers by Mr.  
THOMAS T. READ, formerly Professor of  
Metallurgy in the Peiyang University,  
Tientsin. Mr. READ's paper dealt with the  
Mineral Production and Resources of China  
and he suggested that the development of the  
mineral resources of China would be greatly  
aided by the creation of a National Geological  
Survey. The nucleus of such an organiza-  
tion, he said, already exists in the many  
Chinese geologists and engineers who have  
been trained abroad, and, with proper organi-  
zation and sufficient funds, this important  
and necessary work would undoubtedly  
redound to the immense benefit of the mineral  
industry of the country. But little definite  
information is, as yet, available upon the  
mineral resources of China, and Mr.  
READ's paper will probably rank as one of  
the most informing contributions to public  
knowledge on a subject in which there is  
certain to be steadily growing interest. Mr.  
READ explains that the present undeveloped  
state of mining in China is due among  
other causes to the relatively simple needs  
of the population, the lack of transportation  
facilities, the inelastic regulations governing  
the industry, and the superstitious reluc-  
tance of the people to make excavations  
which might disturb the spirits of the  
earth and air, or of ancestors. We are in-  
clined to agree with him that the importance

of the superstitions regarding graves and  
Fungshui has been over-emphasised, for  
while it has undoubtedly operated to restrict  
prospecting work, yet "where valuable  
deposits are found it is always possible to  
have graves moved for a reasonable sum,  
and it is but seldom that a regard for  
'spirits' is allowed to operate to financial  
disadvantage." Then, again, with the  
spread of education this factor will lose the  
limited importance it now possesses. What  
handicaps the mining industry in China  
more than anything else is the lack of trans-  
port facilities. The position in that respect  
is improving year by year as railways over-  
spread the country. Within the last ten  
years or so something like seven thousand  
miles of railway have been constructed in  
China and this development has led to cor-  
responding progress in the exploitation of  
China's mineral resources. But good roads,  
as we have on more than one occasion  
urged, are equally as greatly needed as rail-  
ways, and we notice that Mr. READ in his  
paper singles out the absence of a good  
road system as being the principal cause of  
the neglect of the mining industry. The  
author of the paper has travelled somewhat  
extensively in China, and he writes:  
"Except for a few military roads, now  
almost impossible, there are no roads in  
China; that is to say, there is no land  
which is not as a right of way, belong-  
ing to the commonwealth. Throughout the  
agricultural districts, generally speaking,  
the entire area is in private ownership,  
and the lines of travel are between  
fields. There is a constant struggle  
for existence between the owners of  
the land and the travelling public  
with the natural result that the so-called  
roads are simply lines along which it is  
merely possible to travel. Most merchan-  
dise is carried in baskets over the shoulder,  
pushed in wheelbarrows, or transported on  
pack animals, to the nearest stream.  
The regions where mineral wealth is abun-  
dant are naturally but poorly supplied with  
navigable streams, and it is only where  
nature has been so kind as to gather together  
in one place all the materials necessary  
for the extraction and reduction of the  
minerals that any industry has been able to  
develop. Now railways are penetrating all  
parts of the country, the streets built in the  
cities are being extended as roads through-  
out the surrounding territory and the  
mineral industry is taking on a new aspect."  
No doubt, the construction of railways will  
lead to the making of roads to serve as  
feeders of the railways; but road-making  
seems to have become a lost art to the  
Chinese, and this is a department of activity  
in which some of those young Chinese  
who have been trained abroad in surveying  
and engineering could be most usefully  
employed. Mr. READ in the course of his  
paper shows that the mineral production of  
China at the present time is of considerable  
importance, but her known resources, he  
says, are great enough to offer ground for  
the belief in the future. Easily first in the  
mineral wealth of China are iron and coal.  
The anthracite resources of Shansi province  
and adjacent territory have been estimated  
as equal to those of Pennsylvania, and  
while no estimate is possible of the total  
amount of bituminous coal, Mr. READ con-  
siders it safe to say that it is also compar-  
able with that of the United States. It is  
impossible as yet to estimate the iron  
resources, but "there is every reason to  
believe that they are extensive and valu-  
able." China is "the most important  
producer of antimony and ranks high in  
the production of tin. The production of  
copper and zinc is already appreciable, and  
the production of petroleum, while as yet  
small, seems to have much of promise. The  
production of gold, silver, mercury, and  
other metal, while worthy of notice, seems  
to offer less hope of great increase by the  
introduction of improved methods of work-  
ing." But it would seem that until a geo-  
logical survey of the country is made, the  
bounds of China's mineral wealth cannot be  
set, even approximately.

The French mail of the 16th July was  
delivered in London on the 16th August.  
We learn that in connection with the  
burglary at Craignieburn, the night-soil  
coveit of that district has been arrested.  
H.E. the Governor, under instructions  
from the Secretary of State for the  
Colonies, has appointed Mr. J. A. S.  
Bucknill to be Attorney-General, with  
effect from the 13th inst.  
A married woman from Shaikwan has  
reported to the police that someone en-  
tered her house and stole property to the  
value of \$239. Three men have since been  
arrested and some of the property re-  
covered.  
A Chinese convicted at the Magistracy  
on Saturday of stealing two pieces of  
copper and a brass bolt, the property of  
the Kowloon Dock Company, was sen-  
tenced to six weeks' imprisonment and  
four hours in the stocks.

It is notified in the *Government*  
*Gazette* that "The Association for the  
Advancement of Education" has been  
exempted from registration under the  
Societies' Ordinance.

The Tutuh of Canton has complained  
to the Government that Portuguese mer-  
chants are carrying on trade in salt in  
Chinese territory and requested that a  
protest be made to the Portuguese Gov-  
ernment.

Scanty details are available from  
Malacca concerning the end of a young  
assistant named F. H. Bowen on the  
Malacca Rubber Plantations' estate at  
Bukit Asahan. It is evident, however,  
that he met his death in a most tragic  
manner and that a Javanese tapper is  
in the custom of the police.

At the Magistracy on Saturday a  
woman was charged with assaulting a  
man who was stabbed in the stomach some  
weeks ago and has since been in hospital.  
He alleged that she held him whilst her  
husband stabbed him. The husband has  
since cleared out. Defendant was dis-  
charged.

The Danish steamer *Tranquebar*, bound  
from Suez to Singapore, put into Colombo  
harbour on July 23 owing to the illness  
of her captain who is laid up with an  
attack of fever and complication. Cap-  
tain Licht was taken ashore the next  
morning and went to the General  
Hospital. The *Tranquebar* resumed her  
voyage to Singapore in the afternoon,  
the chief officer taking command.

Mr. J. H. Burkill, Economic Botanist  
to the Botanical Survey of India, has  
been appointed by the Secretary of State  
for the Colonies to succeed Mr. Ridley  
as Superintendent of the Government  
Botanic Gardens, Singapore. Mr. Burkill  
will be greatly missed in scientific circles  
in Calcutta, where he has for some years  
been Fellow and Examiner in Botany to  
the University and a Member of Council  
of the Asiatic Society of Bengal.

## A HONGKONG ENTERPRISE.

MESSRS. A. S. WATSON AND CO.'S, MINERAL  
WATER FACTORY.

Since Messrs. A. S. Watson and Com-  
pany inaugurated their new mineral  
water factory at Whitfield beyond  
Causeway Bay, their business has de-  
veloped to a wonderful extent, and the  
firm have not been slow in taking the  
necessary measures to meet the increased  
demand for their specialties. A number  
of improvements have been introduced in  
the new factory, until now it is safe to  
say that there is not another undertaking  
of a similar kind in the Far East so well  
equipped in respect of plant and  
machinery. The firm do not confine them-  
selves to the old-fashioned drinks so well  
known to the present generation, but they  
are continually putting on the market  
some new beverage which appeals to the  
public palate, and in the course of a visit  
which a number of pressmen made to the  
factory on Saturday they were shown  
another new drink, which has not yet  
been announced to the public. This visit  
enabled one to see the great changes that  
have been effected in the factory during  
the past few years, not the least inter-  
esting part of the new equipment being the  
conveyors. Not only is the establish-  
ment itself thoroughly modern, but the  
firm is the first to utilize a motor lorry  
in connection with the business, a vehicle  
which ought to give satisfactory results.  
It is sufficiently speedy to lend itself to  
pleasure purposes, and the party who  
travelled in it on Saturday found it all  
that could be expected.

MORE CHINESE STUDENTS FOR  
ABROAD.

According to a Chinese paper, General  
Li has decided to send 80 students abroad  
at a cost of Taels 40,000 per annum.  
Tls. 5,000 will be assigned for eight students  
to study Navy affairs in Great Britain;  
Tls. 4,000 for six students to study the  
Military affairs in Germany; Tls. 10,000  
for twenty students to study mineralogy  
in Belgium; Tls. 6,000 for ten students  
to study industrial affairs in America;  
Tls. 8,000 for eight students to study law  
in France and mathematics in Italy  
respectively, and Tls. 6,000 for eight  
students to study political economy in  
Japan. If the funds are not sufficient  
for so many students to complete their  
courses, rich people will be invited to  
contribute money for the purpose.

## SINGAPORE'S WIRELESS STATION.

The wireless telegraphy station that is  
to be opened at Colombo on July 22nd  
is understood to be of low power and  
only able to meet the requirements of  
shipping, says an Australian paper. A  
larger station is to be erected in the  
Straits Settlements, which will be capable  
of communicating with the high power  
stations now being completed at Fremantle.  
This will form one of the links  
in the Imperial chain to bind the Empire.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

DR. SUN YAT SEN.

LEAVES FOR PEKING.

SHANGHAI, August 18th.

Dr. Sun Yat Sen has left here for  
Peking via Tientsin on the invitation of  
President Yuan Shih Kai. General  
Huang Haing, who had arranged to  
accompany him, refused to leave Shang-  
hai at the last moment as a protest  
against the execution of General Hwang  
Chui and General Chang Chin Wu in  
Peking. His friends entreated Dr. Sun  
not to go, but he insisted.

THE CORONATION OF THE NEW  
EMPEROR OF JAPAN.

TOKYO, August 18th.

It is officially announced that the  
coronation of the Emperor Yoshihito  
will take place at Kyoto in the middle  
of November 1913.

[THROUGH REUTER'S AGENCY.]

THE SITUATION IN ULSTER.

THE ORANGEMEN'S "SOLEMN PLEDGE."

LONDON, August 17th.

The programme of the Ulster Demon-  
strations to be held in the latter part of  
September show that on September 28th  
the Loyalists will attend a special reli-  
gious service and take a solemn pledge and  
covenant.

## FOOT AND MOUTH DISEASE.

INSPECTOR CONTRACTS IT.

LONDON, August 17th.

An Irish veterinary inspector, named  
Bell, has contracted foot and-mouth  
disease, through being bitten by a bullock  
on one of his fingers.

NEW GOVERNOR OF THE  
BAHAMAS.

LONDON, August 17th.

The Hon. Mr. G. B. Haddon-Smith,  
Colonial Secretary at Sierra Leone, has  
been appointed Governor of the Bahamas  
in succession to Sir W. Grey Wilson, who  
has retired.

## MR. BORDEN IN GLASGOW.

LONDON, August 17th.

The freedom of the City of Glasgow  
has been conferred upon Mr. Borden, the  
Prime Minister of Canada. In a speech  
delivered on the occasion, Mr. Borden  
dwelt upon the urgent necessity for secur-  
ing the way across the seas, as thus alone  
could the Empire be kept together.  
Great as had been the Empire's work, it  
would be greater in the future.

LAUNCH OF A CANADIAN  
STEAMSHIP.

MR. BORDEN ON EMPIRE ORGANISATION.

LONDON, August 18th.

Mrs. Borden, wife of the Prime Minister  
of Canada, launched at Glasgow the  
steamship *Niagara*, built for the Cana-  
dian-Australian service.

Mr. Borden, in a speech, said the  
launch marked another stage of develop-  
ment between Canada and the Colonies.  
The men "Over the Seas" were thor-  
oughly conscious of the great problems of  
organisation in the Empire awaiting  
solution and he was quite convinced  
that British statesmen were equal to the  
magnitude of the task.

AMERICA AND THE FUR SEAL  
CONVENTION.

LONDON, August 17th.

A telegram from Washington states that  
the Senate has passed the Fur Seal Tre-  
aties with Great Britain, Russia, and  
Japan; also a Bill prohibiting the kill-  
ing of seals on land on the Pribyloff Is-  
lands for the next ten years.

## PANAMA CANAL BILL.

ADOPTED BY THE SENATE.

LONDON, August 17th.

A telegram from Washington states that  
the Senate, by 43 votes to 18, have adopt-  
ed the Panama Canal Bill, as modified  
by the Conference of the Senate and the  
Congress.

## COUNT BERTHOLD HONOURED.

LONDON, August 18th.

The Emperor Francis Joseph has de-  
corated Count Berthold with the Order  
of the Golden Fleece.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

ITALY AND TURKEY.

RENEWED FIGHTING IN TRIPOLI.

LONDON, August 17th.

A telegram from Rome states that the  
Italians advanced from Zuaha with the  
object of occupying an important group  
of heights in order to cut off the sup-  
plies of the enemy from the Tunisian  
frontier. They carried the position after  
a hard day's fighting, losing six killed  
and 98 wounded. Five officers were  
wounded. The Turkish losses were heavy.

## TURKEY AND MONTENEGRO.

A RISING OF CHRISTIANS.

LONDON, August 18th.

A Reuter's message from Cetinje states  
that the Christians have risen in the Tur-  
kish district of Berane, seized two villages  
and plundered a town. The Turkish  
troops replied, cannonading the Christian  
villages. The Christians thereupon at-  
tacked and razed three Turkish block-  
houses on the Montenegrin border.  
Fighting near Berane continued day and  
night with heavy casualties. The Turks  
threaten to exterminate the whole of the  
Serbian and Christian population in the  
revolted district.

## THE EARTHQUAKE IN TURKEY.

TERRIBLE SCENES.

LONDON, August 18th.

A Constantinople wire states that the  
American guardship *Scorpion* having  
returned to the scene of the earthquake  
reports that the affairs are much worse  
than the estimates indicated. Over 3,000  
have been killed and at least 6,000 in-  
jured. It is almost impossible to ap-  
proach some of the villages owing to the  
stench of the bodies. Others are simply  
charred heaps. The tremors continue.  
Damaged houses are collapsing. In one  
village visited the people were still stun-  
ned, not attempting to help themselves,  
and sitting about in groups brooding over  
their misfortunes. The relief work is  
active. The Oecumenical Patriarch has  
wired to the Archbishop of Canterbury  
making an appeal to British generosity.

LATER.

The Kaiser has contributed M.10,000 to  
the fund for the relief of sufferers by the  
earthquake.

## THE BALKAN UNREST.

EXCHANGE OF VIEWS.

LONDON, August 17th.

Reuter learns that Austro-Hungary has  
invited the Powers to participate in an  
exchange of views on the condition of the  
Balkan Provinces in the Ottoman Em-  
pire.

Count Berthold's invitation to the  
Powers to exchange views on the Balkans  
is much commented on. The inspired  
Austrian Press is careful to explain that  
intervention in the affairs of Turkey is  
not contemplated. Austria merely wants  
to assist Turkey to carry out her desire  
to conciliate the various nationalities and  
to convince the latter of the necessity for  
facilitating the task of appeasement.  
The European Press generally cautiously  
approves of the suggestion.

LATER.

The Austrian Press emphasises the point  
that there is no idea of summoning a  
European conference. Conversations will  
be conducted by the Ambassadors.

Some European newspapers attribute  
the invitation to a desire to anticipate  
the action of Russia. The result of the  
conversations at St. Petersburg is signi-  
ficant. Count Berthold is returning to  
the European fold which the late Count  
Aerenthal shunned.

LATER.

The Austro-Hungarian Press continues  
to emphasise that there has been no sug-  
gestion that the Powers should intervene  
in Turkey's affairs, but only a desire to  
ensure tranquillity in the Balkans till the  
new Turkish Government has been given  
full opportunity to meet the demands of  
the various nationalities in the Turkish  
Empire. At the same time the Powers  
will give pacificatory advice to the  
Balkan States.

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

FRANCE AND MOROCCO.

ANXIETY REGARDING THE PRETENDER'S  
ACTIVITY.

LONDON, August 18th.

A Paris telegram states that there is  
considerable anxiety in France regarding  
the situation in South Morocco, owing  
to the activity of the Pretender, El Hiba.  
All the Europeans have left Marrakesh  
except the French Consul and Vice-  
Consul. The task of the Resident-General  
is an arduous one, as this new revolt is  
coming at a critical time and the impos-  
sibility of dispatching troops to repel El  
Hiba may delay the pacification of the  
whole country.

## FRANCE AND RUSSIA.

IN COMPLETE AGREEMENT.

LONDON, August 17th.

M. Poincare, having returned to France,  
an official communique has been issued at  
St. Petersburg stating that the result of  
the conversations between the two Gov-  
ernments re-affirmed their complete  
agreement. The ties uniting them were  
never stronger. They recognised that the  
entente consecrated an unchanging feel-  
ing and can progressively be adapted to  
all necessities which can be foreseen.  
The Alliance remains a precious guarantee  
of the peace and equilibrium of Europe.

## THE PORTUGUESE ROYALISTS.

THE LEADER DISCOURAGED.

LONDON, August 17th.

Reuter's Madrid correspondent tele-  
graphs that Captain Couceiro, the Portu-  
guese Royalist leader, has issued a mani-  
festo in which he states that he has re-  
signed the command of the Portuguese  
Royalists. He also states that any at-  
tempt against the Portuguese Republic is  
doomed to failure.

## TURKISH POLITICS.

LONDON, August 18th.

A message from Constantinople states  
that the Government has issued a com-  
munique which says that the period of  
revolution inaugurated in 1908 must be  
ended and that evolution has begun. It  
emphasises a desire to pursue a policy of  
conciliation.

## TRIANGULAR TEST CRICKET.

LONDON, August 17th.

There has been much discussion over the  
method of scoring in the triangular tests.  
It is contended that victory for Australia  
in the final test match would leave Eng-  
land and Australia level. As a conse-  
quence, the Board of Control is to meet  
on Monday to consider a proposal to play  
a fourth test match, at the Oval, between  
England and Australia, if necessary.

## COUNTY CRICKET.

LONDON, August 17th.

The following results are telegraphed:  
Kent v. Somerset, at Taunton. Won by  
Kent by eight wickets.  
Australians v. Gloucestershire, at Chel-  
tenham. Drawn.  
South Africans v. Sussex, at Brighton.  
Colonials won by four wickets.  
Warwickshire v. Surrey, at Birming-  
ham. Drawn.  
Lancashire v. Middlesex, at Liverpool.  
Abandoned on account of rain.  
Hants v. Essex, at Southampton.  
Abandoned.  
Yorks v. Notts, at Harrogate. Won  
by Yorks by an innings and 102 runs.

PUBLIC EXECUTIONS FORBIDDEN  
IN CHINA.

The Chinese Minister of Justice has  
sent a circular letter to the Provincial  
Governments, directing attention to  
Article 38 of the Criminal Code which  
provides that criminals convicted of  
capital offences shall be executed *within*  
*the precincts of the prisons*. "The reports  
from the different provinces" says the  
Minister, "generally state that the  
criminals are led in bondage, to the execu-  
tion ground. It is not certain whether  
within or without the prison precincts.  
It is to be feared that the old practice  
may still be observed and prisoners are  
executed outside the prison grounds."



## RANDOM REFLECTIONS.

It is rumoured that blocks of flats—or "Apartment Houses," as they are called in America—are likely to be erected on The Peak at no distant date. The plot on which "The Homestead" stands, formerly belonging to the Sharp Estate, has recently been sold, and a rumour credits the new owners of the site with an intention to erect there a block of forty flats, similar to the latest blocks of flats erected on Humphrey's Estate at Kowloon. If, at the present cost of building on the Peak, flats can be built to let at a reasonable rental, there would be no difficulty about getting tenants for them.

How is the local Joseph Chamberlain Birthday Shilling Fund getting on? One hears very little about it, though the subscription lists have been out about a month. I have seen one with about fifty names on it and another with a dozen, but in certain places where men most do congregate, and where lists were announced to be deposited, I have seen no list. At present it does not look as if the Birthday Fund is likely to be largely augmented by the statesman's admirers in Hongkong. Undoubtedly Mr. Chamberlain has more admirers in Hongkong than are represented, as yet, on the subscription lists.

Who would be a Wireless Operator on a "second-class ship"? The Report of the International Conference on Wireless Telegraphy has recommended that on ships of the first class a permanent watch will be required, and in this case two fully qualified operators at least must be carried. "On ships of the second class, where a permanent watch is not considered practicable, the operator must listen during the first ten minutes of every hour." That is to say, the operator must be on the alert for ten minutes in each hour of the 24. When is he expected to sleep? Journalism is bad enough, but I won't swap jobs.

The Chinese suffragettes seem to be carrying on an active campaign in many parts of the country. A deputation of sixty ladies tried again, a week ago, to overawe the Advisory Council at Peking. It is plain that we are to see in China a great movement for "the emancipation of women." Schools of political economy for young ladies—and elderly ladies, too—are obtaining a vogue in many parts of the country. Hongkong has just been provided with one of these training schools for suffragettes, and in view of the law-breaking proclivities of the Shrieking Sisterhood in Britain, it is of interest to note that the training school in Hongkong is close to the Central Police Station!

It's an ill wind that blows nobody any good" is a saying that receives a fresh significance in Hongkong these days when the idle Chinese posture in front of the basement windows in the Post Office building enjoying the cooing of the air being expelled. The discoverer of this benevolent institution ought almost to rank with the genius who discovered roach pig.

It almost seems as if the fates were conspiring against motorists. No sooner is the restriction regarding Jubilee Road withdrawn than the heavy rains descend and render the roadway dangerous to traffic.

Were it not so serious the discharging of prisoners from Victoria Gaol before their sentences are completed would almost appear as Gilbertian. It looks as if the authorities were having a game with the police. The men in the force are being reproached for not being able to lay hands on certain bad characters who are committing robberies wholesale, and yet when certain pests are convicted and committed to prison they are allowed to prey again upon society in a few months' time, long before their sentences have expired, just because Victoria Gaol is overcrowded. It would be interesting to know what heaven-inspired genius found this solution of the problem.

The question is a very serious one, and the difficulty should be grappled with at once, not shelved in the way it has been done. Could not some arrangements be made with the military authorities for the use of a portion of their prisons?

Considerable comment has been heard regarding the incident which happened at the gymkhana on Saturday, when a rider went round the course on his own and claimed a race. Apparently the other riders competing were of the opinion that the start had been a false start, and they pulled up their horses after going a short distance and returned to the post. The starters, too, thought that the same impression should have been shared by the gentleman on the other horse, and they waited for him to return to the post. Instead of doing so, he proceeded to the judges' box and claimed the race, which was awarded to him. As the flag had fallen and the bell was rung, he must have been quite right in treating the start as a proper one, though, of course, it is unfortunate in the interests of sport that anything should happen to mar the good feeling which should exist among all sportsmen.

ROBERTSON RANDOM.

## COMPANY MEETINGS.

## HONGKONG AND SHANGHAI BANKING CORPORATION.

The ninety-fourth ordinary half-yearly general meeting of the shareholders of the Hongkong and Shanghai Banking Corporation was held on Saturday, 17th inst., in the City Hall, when the ninety-fourth report of the Court of Directors was submitted. Mr. E. Shellim (Chairman), presided, and there were present: Hon. Mr. C. H. Ross, Messrs. F. H. Armstrong (Vice-Chairman), G. F. Friedman, A. Forbes, C. S. Gubbay, G. R. Laurence, F. Lieb, W. L. Patterson, H. A. Sibbs (directors), Sir Paul Chater, Hon. Mr. Murray Stewart, Messrs. N. J. Stubb (Chief Manager), J. W. C. Bonnar, F. Matland, T. F. Hough, W. Hutton Potts, J. Barton, W. Clarke, D. Macdonald, W. Dunbar, H. Percy Smith, A. H. Ough, H. Humphreys, C. E. Towns, W. C. D. Turner, A. C. Hynes, Ho Fook, Ho Kam Tong, Chan Kai Ming, F. W. Melchers, J. M. E. Machado, E. Kadoorie, H. M. R. Nemaze, Lau Chu Pak, D. H. Sims, Chin Chau Sam, Chau Sui Ki, Yung Hing Pong, S. R. Carrill, M. Fernandez, T. M. MacQueen, S. H. Michael, D. Haskell, Leung Yan Po, Tsang Fui, Lo Cheung Shui, S. H. Doddwell, A. R. Lowe, Wong Leung Him, A. P. Pinfret, W. H. Parnell, R. M. J. Joseph, H. Skott, J. H. N. Mody, E. Howard, J. F. Wright, and others.

The notice convening the meeting having been read.

The CHAIRMAN said:—Gentlemen,—The report and accounts have been in your hands for some time, and I propose, with your consent, to take them as read. When we met in February last the outlook in this part of the world did not permit my predecessor in the chair to be over-optimistic in his remarks, and it is therefore specially gratifying to your directors to be able to lay before you this statement of the affairs of the Bank, showing a very satisfactory result of the half-year's working. I trust the following distribution, as recommended in the report, will meet with your approval.

A dividend of 2½ pence per share, 2½ pence to be added to the silver reserve, bringing that fund up to \$17,000,000; 2½ pence to be written off Bank premises account, and the balance of \$1,000,000, 2½ pence to be carried forward to the new profit and loss account. On this occasion, owing to the higher level of exchange, less dollars are required to meet the dividend than for some time past, but, on the other hand, the earnings transferred from our Offices in gold countries realise less in silver. With the exception of the sterling reserve fund, to which I shall presently refer, there does not appear to be anything in the accounts calling for special mention, and I do not therefore intend to take you through the various items in the balance sheet.

As regards the sterling reserve fund, I regret to say that the hope expressed at our last meeting that no further necessity for writing down Consols would arise has not been fulfilled. In view of the fact that the market quotation at the end of June was 75 7/8, we thought it advisable to write our holding down to 75. As other gilt-edged stocks had followed the lead of Consols, it was found necessary to adjust our "other sterling securities," and these have been written down by some \$9,500. To effect these adjustments we diverted \$354,515.09 of the half-year's profits, being the equivalents at 2/1-1/2 of \$33,569.13, amount expended in purchasing new securities, as stated in the report. I may mention that the book value of the securities under the three different headings in the sterling reserve funds investments all showed a satisfactory margin against the prices ruling at the end of June. Although writing down the value of our sterling securities has been a tax on profits of late, the money is not lost to the Bank, as, apart from the recovery which I hope we may soon see in the market value of our investments, we got interest on the money expended in purchasing new securities and the yield on the capitalised value of the fund is thus improved.

It is two years since we last wrote anything off Bank premises account, and although our property stands in the books at a very conservative estimate, your directors feel sure you will approve of continuing the policy of writing this account down from time to time. For some years past the offices which the Bank leases in London have been found quite inadequate for our requirements; consequently we have been looking for a site on which we could erect a building of our own. Suitable sites in the City of London are by no means easy to acquire, and you will be pleased to learn that, after protracted negotiations, the Bank has just obtained a very fine property in Gracechurch Street—between Lombard Street and Cornhill—with a right-of-way into St. Michael's Alley, giving direct access to and from Lombard Street and Cornhill. In anticipation of our being able to secure this property, plans for a building were prepared, and our architects were thus in a position to commence work immediately the contract was concluded. The building, which will in every way be worthy of the Bank, should, according to present arrangements, be ready for occupation by the end of next year. In order to obtain an adequate return on the large expenditure involved in acquiring land in the City of London, it is necessary to take full advantage of the possibilities as regards height, and we therefore have to build considerably in excess of our actual requirements, which, for the present, will be confined to the ground level, leaving the upper floors to building will amount to about £425,000. This may seem a large sum of money, but this may point out that allowing a reasonable rent for our own offices, the estimated income shows a very fair return on the outlay. There is also the advantage of having room for future extension should that become necessary. I would mention that your directors gave this matter their very careful consideration, and I trust their action meets with your approval. I think we may congratulate ourselves on having secured a very valuable property at a reasonable

cost. There are further outlays in connection with the new Bank building in Bombay, now in course of construction, and also for offices for some of our agencies in the Malay Peninsula, which, together with the new premises in London, mean a considerable increase in Bank premises account in the near future. These, gentlemen, are the few brief comments I have to make with regard to the accounts.

A review of trade is left over until the end of the year. It had not been my intention to touch on political affairs, but there is one matter to which I must refer in order to remove an erroneous impression existing in certain quarters as to the financing of China's requirements. Long and difficult negotiations have been proceeding between the groups of the six nations and the Chinese Government for a series of provincial advances for immediate needs, to be followed by a reorganisation loan for the purposes of financial consolidation and general development. Advances up to some £12 millions have already been made with the approval of the various Governments, but further advances have now been suspended owing to the difficulty found by the Chinese Government in agreeing to conditions and guarantees considered indispensable by the groups and their Governments, but opposed by the sentiment of an influential section of the Chinese public. Statements have been recently disseminated by newspapers of standing to the effect that the groups are attempting to force on China enormous sums without regard to her financial circumstances or ability to repay. I take this occasion of saying that these statements are a gross misrepresentation of the facts. It is for China to fix the limit of her own requirements and I am in a position to state that the groups have not ceased to urge a policy of retrenchment and of such assiduous development of her internal credit and resources as will enable her to restrict present foreign borrowings to the lowest possible figure. The re-establishment of stable government on a sound economic basis is the aim of all concerned.

Before moving the adoption of the report and accounts as presented, I shall be pleased to answer any questions you may put to the chair.

There being no questions, the CHAIRMAN proposed the adoption of the report and statement of accounts, as presented.

Sir PAUL CHATER—Gentlemen,—I am sure we have all listened with very great interest to the speech from the Chairman and that you will agree with me in saying that our court of directors and the management of this Bank deserve our hearty congratulations upon the very excellent report they have placed before us, more particularly when we take into consideration the immense difficulties of the situation in China which have had to be dealt with throughout the period now under review, and I think we may assure them of our entire approval of the disposition of our funds now recommended. With regard to the sterling reserve fund, while we regret that it has again been necessary to write down our holdings, we cannot but commend so sound a policy, and it is satisfactory to hear that although this has proved a tax upon profits of late, the money is not altogether lost to us; we must hope for a recovery in the value of Consols in the near future rendering it unnecessary to write our holding down below the present figure of 75. While at first sight any writing down of the value of our "Bank premises" may appear to many of us as unnecessary, all our properties standing now at a figure considerably below their actual values, still, in view of the newly-acquired premises in London, the outlay connected with the new building in Bombay, and the premises required for our agencies in the Malay Peninsula, I think you will agree with me in endorsing the action of our management in this matter. It is a matter for congratulation to learn that we have acquired such excellent premises for our London office, and that the building when completed will be as worthy of our institution and one which will show a fair return upon the outlay. It is satisfactory to hear that the statements which have from time to time appeared in Home newspapers regarding China and her loans are gross misrepresentations of the facts, and we all hope that the time is not far distant when the present situation of uncertainty will come to an end and China's credit become fixed upon a firm basis, a condition which must undoubtedly tend to increased confidence and the renewal of that extensive business with her which we all so ardently desire. Given an intelligent and stable Government, the possibilities for business with China are unlimited, and her internal resources, properly developed, are in themselves a sufficient security for any amount of credit she may require. With these few remarks I have great pleasure in seconding the adoption of the report and accounts. (Applause.)

The motion was carried unanimously. The CHAIRMAN—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday.

## THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

The thirty-first ordinary general meeting of the Company was held at the offices of the Company, 29, Cornhill, London, E.C., on Thursday, the 18th day of July, 1912.—Mr. W. Fisher, Chairman, presided.

The Secretary (Mr. A. G. Wells) having read the notice and also the report of the auditors.

The CHAIRMAN said:—Gentlemen,—I rise to propose that the report of the directors and the statement of account for the year, as presented, be approved and passed. The statement has been in your hands for some time, and, with your permission, I will take it as read. I should like to preface the few remarks which I have to make by a reference to the loss which the Company has suffered since we met here last year, in the death of our late Chairman, Mr. William Keswick, and of Mr. Henry Beazley. It needs no words of mine to assure you that this Company

was very close to the heart of Mr. William Keswick; he never spared himself any work in connection with it, and I have often seen him here hard at work in this room when one knew that he ought to be resting. Mr. Keswick and Mr. Beazley were the most kindly and considerate of colleagues and were remarkably fair-minded men, and I am quite sure I voice your sentiments as well as my own and those of the Board in making these remarks. (Hear, hear.)

In turning for a moment to the accounts, I think these are fairly clear on the face of them, though, perhaps, I can with advantage offer a few remarks. As to the balance sheet: on the liabilities side the first mortgage debentures are some \$10,000 less than they were last year. The reduction has come in the normal way by drawings. The balance of the underwriting account is \$24,735 7s. 8d. You will remember that last year the Chairman made a reference to the fact that the owners of the steamer *Poebantia* had brought suit against us for the damage which that steamer had suffered by our *s.s. Lai Sang* dragging her moorings during a typhoon in Hongkong some few years ago, and bearing down upon the *Poebantia*. The result of the suit was adverse to us, and the underwriting account has had to bear that loss. I should say that the account is an underwriting account and something more. In times past it has been treated as something very much in the nature of a general reserve account, because when we were running our own risk the premiums which were credited to that account were very much greater than the premiums in the current open market; the excess, therefore, formed a general reserve. I mention this so that you might not be unduly concerned at our making drafts upon the account, as we have done to help us during unsatisfactory years. The \$24,735 is far more than ample to cover the calls that may be made upon it. I may mention, with regard to the *Titanic*, that we, as members of the Liverpool and London Protection Association, have paid this year some \$2,000, and there may be a little more besides. That is our share of the loss of the Association of which we are the Vice-President. The *Titanic* is a member. The only other item I can see on the liabilities side which shows any notable difference from last year is the one of deposits, which is \$2,400 less, that amount having been paid off during the year. On the assets side, the steamers stand at \$764,208 14s. 6d., the gross figure of \$217,837 9s. 7d. is some \$2,200 more than the figure in last year's balance sheet, representing what we have paid for our share of the two steamers *Luen Yi* and *Luen Ho*, the acquisition of which I will refer to later, and putting a double bottom in our steamer *Keen Shing* which runs between Shanghai and Tientsin. She is rather a light boat and the double bottom can be filled with water to make her much more steady and much more comfortable to travel in. In the light of some recent sales of China tonnage we can regard the figures at which our fleet stands in the books with some complacency. The only other item which is new investments at cost. We had some loose money in hand at the time and we sought a safe and profitable investment for it, and I can only say that this investment is worth rather more at the present time than the figure at which it stands in the books. As regards the revenue account, I do not think there is anything I can say except that earlier last year we were hopeful that it would show a better result than it has, and I, personally, at one time felt quite sure we should bring a position to pay 12 per cent. on the present share, but for causes with which you are all familiar, earnings fell off towards the end of the year.

With regard to the *Luen Ho* and *Luen Yi*, the two new steamers, these steamers were the property of a French Company on the Yangtze who had not run very successfully and the opportunity came in the way of ourselves and our allies, the China Navigation Company, Limited, and the China Merchants' Steam Navigation Company, of acquiring these steamers at what is undoubtedly a fraction of their real value. They are good ships, built in 1905-6 of a large type, and especially at the figure at which they stand the purchase is all the more a very satisfactory one. I should like to say to the shareholders that our having acquired the steamers must not be considered as a reversal of the somewhat conservative policy which we have followed in recent years with regard to the acquisition of new tonnage, but there were special circumstances in this case which would have made it inexpedient to refuse to come in with our allies in the acquisition of these steamers. The steamer *Aurora* is a sorry story to read, and I am sorry to say that she was lost last August and she remained ashore until February of this year. Those of you who know China well will know that these accidents very easily happen when the floods are out in the Yangtze, but, as is the rule, there was very little damage sustained by the steamer. Of course, the loss of the use of the steamer was very vexatious.

Last September, a Japanese Company started running four steamers (which have since been increased to five) on the Calcutta Line. Their attitude to the Calcutta Line Pool, of which we are members, was very prepotent, and from the first, and without provocation, but seemingly with eagerness they started cutting rates. We had no alternative but to accept the situation as we found it, and it is some satisfaction to know, as we do know, from figures before us, that the policy which we met the situation gave us better financial results than any other of the various policies which were open to us. Most of you know that there has been a Japanese opposition running on the Yangtze, and thanks to their Government subsidy they are in the enviable position of being more or less indifferent as to which side the real balance of working account is on. Our attitude towards competition is not aggressive; still less do we seek to richly reward of other people's enterprise, but we are certainly resolved to hold what we have built up by so many years of study and endeavour. What frequently helps to make the fight a very difficult one is the fact that foreign government resources are so often available to support competitors who cannot compete on their naked merits. It is hardly too much to expect that a nation like ours, whose goodwill must be a valuable asset to any

commercial nation, should make a somewhat more discriminating use of its favours so as to secure a fairer field for its nationals in this respect.

I do not think, gentlemen, that there is anything I can add to what I have said except to mention, as I see Mr. Alford here, that we were sorry to have to send out the circular announcing that the general meeting would be later this year. The fact is that the man who was chiefly responsible for the preparation of the accounts fell ill and, I am sorry to say, died; as a substitute had to take up the threads, there was, as you will understand, some unavoidable delay. I should like to say we have not forgotten the promise made to endeavour to secure an earlier completion of the accounts. I now beg to propose that the report of the directors and the accounts for the year as presented be approved and passed.

Mr. H. Keswick—I beg to second the resolution.

The CHAIRMAN—Now is the time, should any of you so desire, to make any remarks, or to ask questions.

Mr. H. WATSON—Mr. Chairman, may I ask if there is any truth in the rumour with regard to the purchase of the Company by the British India Steam Navigation Company, Limited, or anything you can state on the question?

The CHAIRMAN—Are there any other questions?

The CHAIRMAN—Mr. Watson, the fact with regard to this rumour is this. No proposal or proposition has been made to this Company by the British India Steam Navigation Company, Limited. Of course, I have seen the various newspaper rumours. If there was a possibility of such a proposal it would be obvious, inexpedient that I should make any anticipatory statement here, further than to say that we would deal with it entirely upon its merits in the best interests of the shareholders. The position at the moment is that we know nothing of any such intention of the Company named.

Mr. ALFORD—Mr. Chairman, may we ask what is the present state of affairs during the first-half of this year? Are the Japanese still running to Calcutta?

The CHAIRMAN—Yes, they are still running.

Mr. ALFORD—Would you kindly tell us what has been the result of the first six months of this year so far as is in the information of the directors. Unfortunately, things were not very favourable last year; what has been the result of the first half-year of the present year?

The CHAIRMAN—I can only say, Mr. Alford, that the result from the general advice we have had during the past few months has been satisfactory. They were not satisfactory for the first two or three months; you know how disturbed everything was at that time. Things have now settled down to some extent and are better, but we must not indulge in prophecies. Last year at this time, things looked very well and we were tempted to be sanguine. At this time, things are satisfactory, but we will not, as last year, commit ourselves any further.

The motion was carried unanimously.

The CHAIRMAN—I beg now to propose that a dividend of 8 per cent. on the preferred ordinary shares for the year ending 31st December, 1910, be and is hereby declared payable on 10th inst.

Mr. PATTERSON—I beg to second that resolution.

The motion was carried unanimously.

Mr. PATTERSON—I beg to propose that the appointment of Mr. Henry Keswick, M.P., as a member of the Board be and is hereby confirmed.

Sir E. BEAUCHAMPE—I beg to second the resolution.

The motion was carried unanimously.

The CHAIRMAN—I beg to propose that the appointment of Mr. Henry Keswick, M.P., as a member of the Board be and is hereby confirmed.

Mr. E. COVINGS—I have much pleasure in seconding that.

The CHAIRMAN—I should like to say that the Shareholders are to be congratulated on seeing Mr. Henry Keswick on the Board, considering the connection of his father with this Company and his own intimate knowledge of the work of the Company in China. (Hear, hear.)

The motion was carried unanimously.

The CHAIRMAN—I have now to propose that the retiring Directors, Mr. W. Patterson and Mr. W. W. Dickinson, be re-elected.

Sir E. BEAUCHAMPE—I beg to second that.

The motion was carried unanimously.

Mr. ALFORD—I have much pleasure in proposing that the Auditors, Messrs. Parguand, Youngs & Co., be re-elected at the same remuneration as formerly.

Mr. J. R. MICHAEL—I have much pleasure in seconding that resolution.

The motion was carried unanimously.

The CHAIRMAN—That concludes the business of the meeting. Thank you for your presence. I think the Dividend Warrants will be posted to-morrow.

Mr. MICHAEL—One suggestion I should like to make is that as we meet here once a year, I trust that the Board will instruct the Secretary to give any news regarding the rumour which has been mentioned for those interested Shareholders who may enquire. When we inquire we find it is a "dead and dumb institution," the Secretary knows nothing, hears nothing and talks nothing. Except at this meeting every year, we cannot be in contact with the Directors and they should instruct the Secretary to give us any news.

The CHAIRMAN—The reply, Mr. Michael, to your remark is that supposing such a proposal were made (we do not invite it; we do not expect it), but if such were made we should consider it, like any other business proposal, purely on its merits.

We should not be more secret than the business required. The Board has not the power to dispose of such a matter; and so far as I can forecast the likely procedure, I think the Directors would first deliberate and then consult the Shareholders without needless mystery or delay.

Mr. ALFORD—Gentlemen, may I be allowed to propose a vote of thanks to the Directors, to the employees of the Company and the General Managers for the work they have done in the past year. I think, considering the recent condition of affairs, we may be grateful that we have earned over \$22,000 as against \$28,000 last year and I beg to propose our warm thanks to everyone employed, the Captains and Officers of the ships, the General Managers and the Directors for their work during the past year. (Applause.)

Mr. J. MORTON—I have pleasure in seconding that resolution.

The vote was unanimously accorded.

The CHAIRMAN—Gentlemen, on behalf of my colleagues and on behalf of the staff in China I beg to thank you very much for the very kind manner in which you have received this proposal. We will take very great care that what you have said and this resolution are sent to China so that they may know you appreciate their efforts on your behalf.

The proceedings then terminated.

## INTIMATIONS

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## HONGKONG GYMKHANA CLUB.

## FOURTH MEETING.

The fourth meeting this season under the auspices of the Hongkong Gymkhana Club took place on Saturday afternoon under agreeable weather conditions. The attendance was good, and included Their Excellencies The Governor and Lady May, and family, who arrived before the start of the programme. Musical selections by the band of the K.O.Y.L.I. added to the pleasure of the afternoon, the sport being distinctly good, though there were two untoward incidents. One was the fiasco which characterised the fifth event, in which one rider went round the course, while the others looked on, and afterwards claimed the race, the other incident being the throwing of Kremer by his mount, fortunately without injury. Details are appended:—

Patrons:—His Excellency Sir F. H. May, K.C.M.G.; Sir A. L. Winslow, B.N., K.C.B., C.V.O., C.M.G.; His Excellency Major General C. A. Anderson, C.B.; Commodore R. H. Anstruther.

Committee:—The Stewards of the Hongkong Jockey Club (ex-officio), H. P. White, Esq., H. J. Gedge, Esq., The Hon. Mr. C. H. Ross, G. K. Hall Brutton, Esq., and Capt. Agg, K.O.Y.L.I.

Judge:—H. E. Major-General Anderson.

Assistant Judge:—W. D. Jupp, Esq.

Handicappers:—D. M. Ross, Esq., and R. F. C. Master, Esq.

Clerk of the Scales:—A. Charlton, Esq.

Starter:—H. J. Gedge, Esq.

Timekeeper:—M. S. Sassoon, Esq.

Hon. Sec. and Treasurer:—R. F. C. Master, Esq.

GYMKHANA STAKES.—Value \$100. Distance one mile. For all China ponies. Catch weights at 10st. 6lbs. A cup to be run for five times called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana meetings during the season, counting 4 points for a first; 2 for a second; and 1 for a third. Entrance fee \$5. 2nd prize: \$25. Entrance fees to go to winner.

Mr. Brutton's Joss Mighty, 158lb. (Mr. Gegg) 1

Messrs. Hughes and Jervois' Favonius, 151lb. (Mr. Jervois) 2

Mr. Seth's Proudfoot, 146lb. (Mr. Seth) 3

Mr. H. P. White's Lachne, 151lb. (Mr. Collis Browne) 0

Mr. Billiard's Daisy, 148lb. (Mr. Master) 0

Mr. Ellis Kadoorie's Norman Chief, 152lb. (Mr. Wiedemann) 0

Mr. Blank's Joy, 146lb. (Mr. Kremer) 0

Favonius had the lead past the stand from Joss Mighty, but the field kept well together and the ponies bunched at the rock. Joss Mighty and Favonius easily beat the others in the straight, and a fine struggle ended in a win for Joss Mighty by a length. Proudfoot was four lengths behind Favonius.

Times: 2min. 10 1/2 secs.

Pari-mutuel. Cash Sweep. Winner: \$20.10 Ticket No.

1, 6.50 1, 9, \$33.25

2, 6.80 2, 117, 67.50

3, 11.40 3, 89, 33.75

FROM THE TWO MILE POST ONCE ROUND AND IN FLAT RACE. HANDICAP.—For subscription griffins of any season.

Jockeys who have not won more than one official race in Hongkong, Shanghai or Tientsin allowed 5lbs. Jockeys who have won 5 or more official races in Hongkong, Shanghai or Tientsin penalised 5lbs. Entrance fee \$5. 1st prize: \$100. 2nd prize: \$25.

Mr. H. P. White's Defford, 156lb. (Mr. Jervois) 1

Mr. Ellis Kadoorie's Maharratta Chief, 149lb. (Mr. Gresson) 2

Mr. Brutton's Sevington, 151lb. (Mr. Gegg) 3

Mr. Stewart's Minivex, 153lb. (Mr. Wiedemann) 0

Mr. Slade's Esperando, 148lb. (Mr. Master) 0

Maharratta Chief took the lead at the start, being followed by Esperando four lengths behind. The field closed, but the Chief kept the advantage, till in the straight Defford came with a rush and snatched the victory from Gresson's mount.

Time: 2min. 25 3/4 secs.

Pari-mutuel. Cash Sweep. Winner: \$9.10 Ticket No.

1, 7.10 1, 98, \$36.25

2, 8.20 2, 6, 103.50

3, 10, 51.75

TENT PEGGING IN PAIRS.—Two runs. Competitors must be mounted on China ponies. Two small cups to be presented to the winning pair at each competition, and at the conclusion of the season a trophy will be given to the pair scoring the highest aggregate of points at all meetings included.

Mr. C. H. Blason & Lieut. Thicknesse 1

Mr. C. Lawder & Capt. Loring 2

Hon. Mr. C. H. Ross & Mr. R. F. C. 3

Master Pari-mutuel. Cash Sweep. Winner: \$135.00 Ticket No.

1, 78.50 1, 38, \$395.75

2, 11.00 2, 5, 112.50

3, 97, 68.25

## WM. POWELL, LTD.

## "SAXONE" FOOT-JOY

FOR GENTLEMEN.

A FIT FOR EVERY FOOT

(EACH PAIR GUARANTEED).

BOOTS

\$11.00

SHOES

\$10.00

Wm. Powell, Ltd.,

SOLE AGENTS,

SAXONE SHOE CO. LTD.

[636]

LADIES' NOMINATION RACE.—Gentlemen competitors will start from a given point mounted on China ponies and will ride to another given point where they will hand ponies to Mafoos and dismount. Each competitor will carry a fishing rod. On dismounting he will run to a third given point with fishing rod, where his lady nominatrix will be awaiting him. He will hand fishing rod to the lady, who will proceed to a "lake" where she will fish as directed. On catching fish, lady will run about ten yards to the Judge, carrying her fish on her hook as caught. Lady first reaching Judge with fish on hook as caught to win. First, second and third prizes presented by the Gymkhana Club. Entrance free.

Mr. R. F. C. Master's Nominatrix (Mrs. Master) 1

Mr. W. H. Hastings' Nominatrix (Mrs. Hastings) 2

Mr. C. Lawder's Nominatrix (Mrs. Stabb) 3

Mr. J. A. Jervois' Nominatrix (Miss Tomes) 0

Mr. Leo D'Almada's Castro's Nominatrix (Madame Carreiras) 0

Mr. J. E. Gresson's Nominatrix (Mrs. Robert Sutherland) 0

Mr. F. J. Wyley's Nominatrix (Miss H. Tomes) 0

Miss H. Tomes came in first, but was disqualified owing Mr. Wyley having ridden to the wrong post. Only three finished.

Pari-mutuel. Cash Sweep. Winner: \$27.80 Ticket No.

1, 14.50 1, 6, \$445.50

2, 49.50 2, 5, 148.50

THREE QUARTER MILE.—Handicap. For all China ponies. First prize: \$100. 2nd prize: \$25.

Mr. A. R. Lowe's Birlingham, 144lb. (Mr. Gresson) 1

Mr. H. P. White's Defford, 150lb. (Mr. Jervois) 0

Mr. Ellis Kadoorie's Norman Chief, 151lb. (Mr. Wiedemann) 0

Mr. A. R. Lowe's Floreal, 145lb. (Mr. Kremer) 0

This was a fiasco. The four horses faced the starter. The starter dropped his flag, the ball rang, and three horses went off. Two pulled up, but Birlingham continued on his own, negotiated the distance past the winning post, and then pulled up. Meanwhile the other three horses had returned to the starting post, where the two starters remained, apparently waiting the return of Birlingham. However, Mr. Gresson had proceeded to the judges' box and claimed the race, which was later awarded him. The other starters then came back to the enclosure. Naturally the incident caused no little discussion, and some enlightenment is looked for as to what actually happened on the part of starters and judges.

At first it had been decided that the second and third prizes in the cash sweep

should not be paid out, but this course was evidently unpopular, and we understand that the three prizes were slumped and paid to the holder of the ticket winning the first prize, No. 87, which was bought by Mr. E. E. Remedios. The amounts were \$504, \$144, and \$72. The pari-mutuel was also slumped, \$17.50 being paid for win and for \$21.70 for first place.

ONE AND A QUARTER MILE FLAT RACE.—Handicap. 1st prize: \$100. 2nd prize: \$25.

Mr. Brutton's Joss Mighty, 154lb. (Mr. Gegg) 1

Messrs. H. K. Hughes and J. A. Jervois' Favonius, 157lb. (Mr. Jervois) 2

Father O'Flynn's Demure, 151lb. (Mr. Gresson) 3

Mr. Ellis Kadoorie's Maharratta Chief, 151lb. (Mr. Wiedemann) 0

The horses ran in company till past the stand, when Demure came to the front and led from Favonius until the latter took matters in hand, and Demure tailed off badly. However, in the straight, the latter made a splendid effort to challenge the leaders, but failed, Joss Mighty winning by a length from Favonius.

Time: 2min. 49secs.

Pari-mutuel. Cash Sweep. Winner: \$12.10 Ticket No.

1, 5.70 1, 27, \$433.80

2, 6.30 2, 107, 129.80

3, 93, 64.80

HURDLE RACE.—Distance about one mile and three furlongs. 1st prize: \$100. 2nd prize: \$25.

Father O'Flynn's Blackmore Vale, 156lb. (Mr. Gresson) 1

Mr. Blank's Joy, 152lb. (Mr. Wiedemann) 2

Mr. Brutton's Ashington, 152lb. (Owner) 3

Mr. Brutton's Oil King, 158lb. (Mr. Kremer) 0

Oil King was favourite, but fell Blackmore Vale made the running, and then he and Joy partnered each other, leaving Ashington a long way behind. Though Joy was first over the last hurdle, the desperate effort made by Blackmore Vale succeeded in snatching a brilliant win by half a length.

Pari-mutuel. Cash Sweep. Winner: \$18.40 Ticket No.

1, 5.90 1, 90, \$611.10

2, 5.20 2, 5, 174.60

3, 140, 87.30

## FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent without extra cost.

Apply—MANAGER, "Hongkong Daily Press" Office

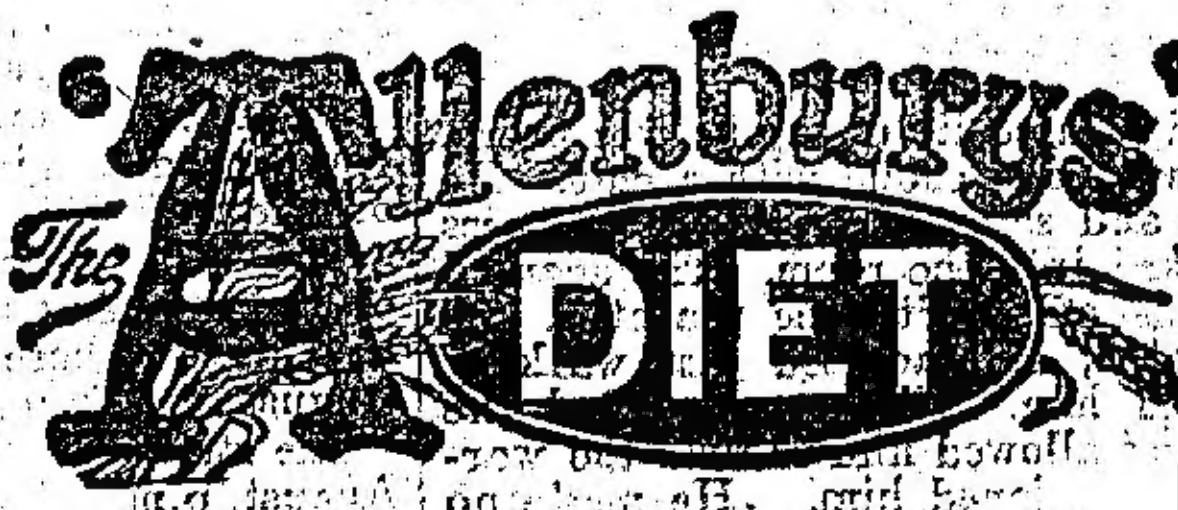
Hongkong, 13th March, 1912.

## For general use

The 'Allenburys' Diet is a complete and easily digested food. It is pleasant to take, readily assimilated and speedily restorative. Whilst helping the system to recover its tone and vigour, it forms an ideal food for general use. Prepared from rich milk and whole wheat in a partially predigested form.

MADE IN A MINUTE—Add Boiling Water Only.

ALLEN &amp; HANBURYS LTD. LONDON, ENGLAND.



## JUNORA WINE OF HEALTH.

is a delicate dry wine combined with the organic phosphates of lecithin-ovo and appetising herbs, which make JUNORA of exceptional value as a tonic. It enriches the blood and strengthens the nerves.

The "Lancet" says: "The presence of organic phosphates explains the claim made for this wine in regard to its value in nutrition."

HUMPHREY TAYLOR &amp; CO.

PROPRIETORS.

GARNER, QUELCH &amp; Co.,

SOLE AGENTS.

TELEPHONE 536.

[123]



DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Effective Remedy for Regular use.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Biliary Affections.

MAGNESIA

IMPORTED BY HUMPHREY TAYLOR & CO. In consequence of numerous imitations purchasers must be careful to see the name "DINNEFORD'S" on every bottle and label.

## NOTICES TO CONSIGNEES.

EAST ASIATIC COMPANY, LIMITED. COPENHAGEN.

## NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra basements Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th inst. will be subject to sale.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 9.30 A.M.

All Claims must reach us before the 26th of August, or they will not be recognized. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents

Hongkong, 12th Aug., 1912. [987]

## NOTICE TO CONSIGNEES.

S.S. "PERSIA."

FROM SAN FRANCISCO VIA JAPAN AND SHANGHAI.

THE above-mentioned Vessel having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take delivery of Cargo from alongside.

Cargo impeding discharge will be landed immediately at Consignees' risk and expense. Cargo remaining on board after MONDAY, 19th inst. at 5 P.M. will be landed at Consignees' risk and expense and delivery must then be taken from the Company's Godown. Cargo remaining undelivered FRIDAY, 23rd inst. at Noon, will be subject to storage and landing charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown WEDNESDAY, 21st inst. at 10 A.M.

All Claims must be filed on or before 16th Sept., otherwise they will not be recognized.

FRED J. HALTON, Agents.

Hongkong, 16th August, 1912. [997]

## BACON!

SUGAR CURED

BREAKFAST BACON.

Absolutely the best obtainable.

THE DAIRY FARM CO., LTD.

[730]

## NOTICE.

WE beg to inform our Lady Customers that our Establishment will be Closed at 6.30 P.M. every day, commencing from 13th August, to 13th September, for 1 Month only, owing to our Fasting Holidays.

HOOSAIN-ALI &amp; Co.,

No. 14, Queen's Road Central, Corner of Zetland Street, Hongkong, Hongkong, 13th August, 1912. [50]

## 礦水汽力逼士

HOME-MADE

MINERAL WATERS

—BETTER THAN

FACTORY-MADE.

Why continue purchasing

factory-made Mineral&lt;/



## WEATHER REPORT.

On the 18th at 11.35 a.m.—Pressure has increased markedly over N.E. China and slightly over Annam. It has decreased slightly elsewhere.

There appears to be a shallow depression to the S. of Shanghai.

No returns from Japan.

Light or variable winds are indicated along the East coast of China, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

DISTRICT	FORECAST.
Hongkong & Neighbourhood	Same as No. 1.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lameo	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
Light or variable winds; fair.	

## CHINA COAST METEOROLOGICAL REGISTER.

18TH AUGUST, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.		Weather.
					Direction.	Force.	
Yokohama .....	7 a.	—	—	—	—	—	—
Namuro .....	6 a.	—	—	—	—	—	—
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Kobe .....	"	—	—	—	—	—	—
Nagasaki .....	"	—	—	—	—	—	—
Kagoshima .....	"	—	—	—	—	—	—
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Naha .....	"	—	—	—	—	—	—
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Choochoo .....	"	—	—	—	—	—	—
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Harbin .....	"	—	—	—	—	0	—
Yokohama .....	"	—	—	—	—	0	—
Manila .....	"	—	—	—	—	0	—
Shanghai .....	"	—	—	—	—	0	—
Amoy .....	"	—	—	—	—	0	—
Swatow .....	"	—	—	—	—	0	—
Tientsin .....	"	—	—	—	—	0	—
Peking .....	"	—	—	—	—	0	—
Harbin .....	"	—	—	—	—	0	—
Yokohama .....	"	—	—	—	—	0	—
Manila .....	"	—	—	—	—	0	—
Shanghai .....	"	—	—	—	—	0	—
Amoy .....	"	—	—	—	—		



## GOING HOME.

A HOLIDAY AT HOME AND A WAY  
TO GET THERE THAT'S A HOLIDAY

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERSIA	9,000	TUESDAY, 27th Aug.	at 1 P.M.
KOREA	18,000	TUESDAY, 3rd Sept.	at 1 P.M.
SIBERIA	18,000	TUESDAY, 17th Sept.	at 1 P.M.
CHINA	10,200	TUESDAY, 24th Sept.	at 1 P.M.
MANCHURIA	27,000	TUESDAY, 1st Oct.	at 1 P.M.
NILE	11,000	TUESDAY, 15th Oct.	at 1 P.M.
MONGOLIA	27,000	WEDNESDAY, 23rd Oct.	at 1 P.M.
PERSIA	9,000	TUESDAY, 12th Nov.	at 1 P.M.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

WONG BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER,

B.C. SEATTLE &

TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

STEAMERS	SAILING
"LORD DERBY" ...	On 19th Aug.
"ORRIBIO" ...	On 17th Sept.
"STEAMER" ...	On 19th Oct.
"LORD CURZON" ...	On 20th Nov.
"LORD DERBY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Points. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIO" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG:

FROM COLOMBO:

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG.

MONDAY, 19th AUGUST, 1912.

8 a.m. "HEUNGSHAN."  
10 p.m. "FATSHAN."

8 a.m. "HONAM."  
5 p.m. "KINSHAN."

TUESDAY, 20th AUGUST, 1912.

8 a.m. "HONAM."  
10 p.m. "KINSHAN."

8 a.m. "HEUNGSHAN."  
5 p.m. "FATSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651.

S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

The Company's Steamship

"HEUNGSHAN,"

Will depart from the Company's CANTON STEAMER WHARF at 9 a.m. Departure from Macao at 4 p.m. N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOLBANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD. AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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SWEDISH EAST ASIATIC  
CO., LTD.  
GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
DESTINATION: SHANGHAI, YOKOHAMA, KOBE and MOJI ... "NIPPON" ... 7,500 ... About 20th Aug.  
"JAPAN" ... 9,000 ... About 15th Sept.

For Freight and Further Particulars, apply to  
ARTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.

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## TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHITO MARU ... 21,000 tons.

S.S. SHIMO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. liners connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourist's Sleepers, Dining Cars—Observation Cars, Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Foster River Canyon—and the Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

775

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th August.

S.S. "AFRICA," 8,800 tons, will leave as above on 19th September.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN TO SHANGHAI.

S.S. "AFRICA," 8,800 tons, will leave as above on 4th September.

Cheap rates, Hongkong-Shanghai, £5 1st, £4 2nd, £3 3rd Class. Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. No surtax, no tips, no inside cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, ROME AND VENICE.

VIA SINGAPORE, PENANG, COLOMBO, HONOLULU, KAUAI, ADEN, SUEZ AND PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above on 1st September.

S.S. "AUSTRIA," 14,300 tons, will leave as above on 28th August.

Superior accommodation for Saloon Class Passengers. ROUND THE WORLD TICKETS ARE ISSUED. CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & Co., Agents,

Hongkong, 2nd August, 1912.

Prinsep's Building.

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## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS ...	JAVA	Second half of August.	JAPAN	Second half of August.
TJILATJAP ...	JAVA	Second half of August.	SHANGHAI	Second half of August.
TJILIWONG ...	JAVA	Second half of August.	JAPAN	First half of September.
TJIMAH ...	JAVA	First half of September.	SHANGHAI	First half of September.
TJITAROEM ...	JAPAN	First half of September.	JAVA	First half of September.
TJIMANOEK ...	JAVA	First half of September.	JAPAN	Second half of September.
TJIKINI ...	JAVA	Second half of September.	JAPAN	Second half of September.
TJIPANAS ...	JAVA	Second half of September.	JAPAN	Second half of September.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Telephone No. 375.

## NORDDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL

LINES.

FOR STEAMERS TONS TO SAIL.

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG ... "LUETZOW," Capt. J. BORTFELDT, 17,300 {Wednesday, 21st Aug., at Neap.

SHANGHAI, TSINGTAU, KOBE, and YOKOHAMA ... "PRINZ LUDWIG," Capt. F. VON BINDER, 18,300 {About Wednesday, 21st Aug.

MANILA, YAP, MARONI, SAMOA, RAI, NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE ... "PRINZ SIGISMUND," Capt. D. LENZ, 6,000 {Saturday, 7th Sept., at 9 a.m.

KOBE and YOKOHAMA ... "PRINZ SIGISMUND," Capt. D. LENZ, 6,000 {About Tuesday, 20th Aug.

KUDAT and SANDAKAN ... "BORNEO," Capt. F. SEMILL, 5,000 {Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Telephones.

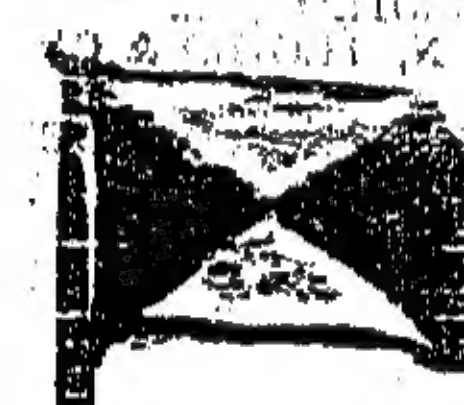
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 14th August, 1912.



## PHILIPPINES S.S. CO.

STEAMSHIP TONS CAPTAIN FOR SAILING DATE

ZAFIRO ... 4000 M. C. Smith ... Manila, Mangarin, Iloilo and Cebu ... On 21st Aug., 4 p.m.

RUBI ... 4000 S. A. Crosby ... Manila, Mangarin, Iloilo and Cebu ... On 29th Aug., 4 p.m.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. [13]

## BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JAPAN," 3,805 tons, Captain Archdeacon, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 27th Aug.

WESTWARD.

S.S. "DILWARA," 3,460 tons, Capt. W. J. Bishop, will be despatched for SINGAPORE, PENANG and CALCUTTA on 20th August, at 1 p.m.

S.S. "ARRATOON APCAR," 2,931 tons, Capt. R. F. Thomson, will be despatched as above on 29th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSON & CO., LTD.,

Hongkong, 17th August, 1912.

AGENTS.

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## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG.

SHANGHAI: 23, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

SHIPPING REPORTS.

The British str. Huichow reports:

Good voyage.

The British str. Hopsang reports:

Fine weather, light to moderate S.W. winds.

The Chinese str. Kwanglee reports:

Light to moderate S.W. monsoon, fine and clear weather.

The British str. Haiyang reports:

Foochow to Swatow and Amoy moderate to light south-westerly, cloudy and fine weather; thence to Hongkong light westerly wind, smooth sea and fine weather.

PASSENGERS.

DEPARTED.

Per Huichow, from Foochow, Mr. and Mrs. Wood and 2 children and Mrs. Lippis.

Per Huichow, from Tientsin, Mrs. Barrett and child, Master Douglas Mac-

kie.

Per Arcadia, from Hongkong for London, Mr. Pepperell, Mrs. C. M. Murphy and Mr. H. Joy; for Colombo, Mr. R. H. Haslam and Miss Haslam; for Singapore, Messrs. Cardozo, J. A. McCormack, C. G. Eifert, H. P. Overton, F. A. Thompson, B. H. Johnson, F. W. Cromwell, G. Blush-

field, C. H. Meyers, P. Burch Mrs. Meck and Mr. J. F. Younge.

PASSED THE CANAL.

July 16th—Belgravia, Glenloch, Hyson, Indrasamha, Klenz, Nera, Scandia, Africa, Arabia, 18th—Achilles, Bayern, Benader, Derflinger, Igo Maru, Peiho, Peleus, 23rd—Antenor, Atsuta Maru, Ceylon, Loshim, Nippon, Pathen, Syria, Walton Hill, 26th—Machanon, Nora Ulysses, Pisa, 31st—Caledonian, Prins Ludwig, Prometheus, Salasie, Tydeus, August 2nd—Benlomon, Hiron Maru, Palma, P. E. Friedrich, Seneca, Stentor, Den of Glamie, 6th—Hitachi Maru, Liberia, Bramley, 9th—Denbighshire, Namur, Occident, Sachsen, Teenkai, Alesia, Thesus, Africa, Glenfarg, 13th—Ajaz, Koerber, Ping Suey, Sima, Glenloch, Burmes Prince, 18th—Benavon, China, Goeben, Segovia, Tongo Maru.



## SHIPPING

## ARRIVALS

ANRU, British str., 17th August—Canton.

RENAUDER, British str., 1950, J. H. Mason, 17th Aug.—London and Straits Ports.

CHUYEN, Chinese str., 17th August—Canton.

CHOYANG, British str., 17th August—Canton.

GLENCOCKY, British str., 2,897, F. J. Stallard, 17th August—Singapore.

HAIVANG, British str., 1,382, Hodgins, 18th August—Fouchow 18th August.

HANOI, French str., 739, G. Bouchier, 18th August—Haiphong and Pakhoi 14th August.

HOPKINS, British str., 1,259, J. Hay, 17th August—Sourabaya 8th August.

HUCHOW, British str., 1,278, G. Hooker, 18th August—Tientsin 10th August.

INABA MARU, Japanese str., 3,887, S. Tomimaga, 18th August—Shanghai 15th August.

JASON, British str., 4,800, T. G. Steeves, 17th August—Shanghai 14th August.

KWANGLOO, Chinese str., 1,408, J. McArthur, 18th August—Shanghai 14th August.

LANDRAT SCHIFF, German str., 1,012, O. Bruger, 17th August—Bangkok via Swatow 8th August.

MACHANON, British str., 4,270, G. W. Long, 18th August—Singapore 15th August.

MIYAZIMA MARU, Japanese str., 998, L. Sugawa, 16th August—Swatow 15th Aug.

SINGAN, British str., 1,047, F. Jamieson, 17th August—Haiphong and Hoihow 16th August.

SOSU MARU, Japanese str., 17th August—Canton.

TAMU, British str., 17th August—Canton.

WUCHOW, German str., 998, R. G. Zollner, 16th August—Bangkok and Swatow 15th Aug.

DEPARTURES.

August 17th.

ARCADIA, British str., for Europe.

COLOMBO MARU, Japanese str., for Japan.

FAUSANG, British str., for Sydney.

FURST BUELOW, German str., for S'pore.

HATTAN, British str., for Swatow.

MEXICO MARU, Japanese str., for Tacoma.

ONBANG, British str., for Chingwangtao.

TRIKINI, Dutch str., for Batavia.

YUENANG, British str., for Manila.

August 18th.

ANRU, British str., for Shanghai.

RENAUDER, British str., for Nagasaki.

CHOYANG, British str., for Shanghai.

DAGNY, Norwegian str., for Manila.

DEVAYONGSE, German str., for Saigon.

HAILUN, British str., for Swatow.

PAKAT, German str., for Singapore.

PHUMPHEN, German str., for Saigon.

SHINKAI MARU, Japanese str., for Miki.

TAMU, British str., for Teikoku.

TRIUMPH, German str., for Haiphong.

## VESSELS EXPECTED.

THE AMERICAN MAIL.

The P.M. str. Korea, carrying the American mail, was to leave Yokohama for this port via Kobe, Nagasaki and Manila on the 13th August, between 10 a.m. and noon.

The P.M. str. Siberia left San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on the 10th August.

THE AUSTRALIAN MAIL.

The L.G.M. str. Prinz Sigismund left Manila on the 17th August, at 2 a.m., and may be expected here on or about the 19th August, at 7 a.m.

The E. & A. str. Empire left Port Darwin on the 17th August, for this port (via Timor and Manila).

THE GERMAN MAIL.

The L.G.M. str. Prinz Ludwig, carrying the German mails with dates from Berlin of the 24th July, left Singapore on the 18th August, at 8 a.m., and may be expected here on or about the 22nd August, at 8 a.m.

MERCHANT STEAMERS.

The str. Glenroy left Shanghai on the 16th August, and is due here on or about 19th August.

The P. str. Ceylon left Singapore for this port on the 15th August, at 8.30 a.m., and is due here on the 20th August, at about 4 p.m.

The "Mogul Line" str. Pathan from United Kingdom left Singapore on the 14th August, and is therefore due here on or about the 20th August.

The Swedish East Asiatic Co.'s str. Nippon left Singapore on the 16th August, and is expected to arrive here on the 20th August.

The Barber Line str. Saint Patrick left New York on the 26th July, for Hongkong and Far East via the Straits.

The str. Glenroy passed the Suez Canal on the 8th August for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Hopang, from Batavia, is due in Hongkong 19th August.

Suisang, from Batavia, is due in Hongkong 21st August.

Chipsing, from Weihaiwei, is due in Hongkong 20th August.

Namsang, from Calcutta, is due in Hongkong 20th August.

SHIRAZ LINE.

Den of Glamis, from London, is due in Hongkong 2nd September.

BRITISH INDIA STEAM NAVIGATION CO., LTD.

Muttra, from Singapore, is due in Hongkong 19th August.

## VESSELS ADVERTISED AS LOADING.

VESSELS ADVERTISED AS LOADING.			
To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "Kw." together with the number denoting the section.			
SECTIONS.			
1. From Green Island to the Harbour Master's	2. From Harbour Master's to Blake Pier	3. From Blake Pier to Naval Yard	4. From Naval Yard to East Point
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.
LONDON & ANTWERP via SINGAPORE, &c.	CANDIA	Brit. str.	R. E. Shone
LONDON, LEITH & ANTWERP	CARMARTHENSHIRE	Brit. str.	G. W. Cookman, M.N.B.
LONDON, via USUAL PORTS OF CALL.	AGATE	Brit. str.	Didrichsen
HAVRE & HAMBURG, &c.	GODFREY	Ger. str.	Didrichsen
HAVRE, ROTTERDAM & HAMBURG, &c.	BRISGAVIA	Ger. str.	Hassau
HAVRE, BREMEN & HAMBURG, &c.	SUEVIA	Ger. str.	Freuch
HAVRE & HAMBURG, &c.	O. J. D. AHLERS	Ger. str.	A. E. Meese
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	Bahle
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	PHENIX	Ger. str.	Fellows
VICTORIA, VANCOUVER, B.C. SEATTLE & TACOMA, &c.	LOD DERRY	Brit. str.	S. Tomimaga
VICTORIA, B.C. & TACOMA, via KEELUNG, &c.	CANADA MARU	Jap. str.	H. W. L. Holman
VICTORIA, B.C. & TACOMA, via KEELUNG, &c.	INABA MARU	Jap. str.	J. Bortfeldt
VICTORIA, B.C. & TACOMA, via KEELUNG, &c.	CHIKAGO MARU	Jap. str.	S. Tomimaga
NAPLES, LONDON & LEITH	CHIKAGO MARU	Jap. str.	H. W. L. Holman
TRIESTE, via SINGAPORE, PENANG, SOERABAYA, &c.	LUZOW	Ger. str.	J. Bortfeldt
TRIESTE, via SINGAPORE, PENANG, SOERABAYA, &c.	BOHEMIA	Ger. str.	J. Bortfeldt
TRIESTE, via SINGAPORE, PENANG, SOERABAYA, &c.	VORWAERTS	Ger. str.	J. Bortfeldt
NEW YORK	ATOLL	Brit. str.	J. Bortfeldt
NEW YORK via SUEZ CANAL	INVERLODE	Brit. str.	J. Bortfeldt
BOSTON & NEW YORK	AMBRIA	Ger. str.	J. Bortfeldt
BOSTON & NEW YORK	DACRE CASTLE	Brit. str.	J. Bortfeldt
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	J. Bortfeldt
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGNE	Brit. str.	J. Bortfeldt
SAN FRANCISCO via KEELUNG & JAPAN, &c.	TENYO MARU	Jap. str.	J. Bortfeldt
SAN FRANCISCO via AMOY, SHANGHAI & JAPAN, &c.	PERSEA	Am. str.	J. Bortfeldt
SAN FRANCISCO via KEELUNG & JAPAN, &c.	KOREA	Am. str.	J. Bortfeldt
AUSTRALIAN PORTS via MANILA	ALDENHAM	Brit. str.	J. Bortfeldt
AUSTRALIAN PORTS via MANILA	CHANGSHA	Brit. str.	J. Bortfeldt
AUSTRALIAN PORTS via MANILA	NIKKO MARU	Jap. str.	J. Bortfeldt
AUSTRALIAN PORTS via MANILA	PRINCE SIGISMUND	Ger. str.	J. Bortfeldt
CAPEPORTS via MAUTITIUS	DUNELIC	Jap. str.	J. Bortfeldt
MEXICAN, PERUVIAN & CHILEAN via JAPAN	YUKON MARU	Brit. str.	J. Bortfeldt
YOKOHAMA & KOBÉ via SHANGHAI	MUTTRA	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	AUSTRIA	Am. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	PRINCE SIGISMUND	Ger. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	JAPAN	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	HITACHI MARU	Jap. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	THIBODA	Dut. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	CHIPSING	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	HUICHOW	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	NIKKO MARU	Jap. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	CEYLON	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	PRINCE LUDWIG	Ger. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	CHENAN	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	KWONGSANG	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	PIBA	Ger. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	LIAN	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	TOYOMI MARU	Jap. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	YARASA MARU	Jap. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	KANG	India	J. Bortfeldt
KOBÉ & YOKOHAMA	INDIA	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	PAIMA	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	AFRICA	Am. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	DEN OF GLAMIS	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	JAPAN	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	THILANAP	Dut. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	HANGCHOW	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	SOSU MARU	Jap. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	HAIYANG	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	RAIKING	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	TEAN	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	ZATRO	Am. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	LOONGSANG	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	EUBI	Am. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	YUENANG	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	TIYAROMI	Dut. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	KAWACHI MARU	Jap. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	DIWANA	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	CHUNANG	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	TOYA MARU	Jap. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	ITOLA	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	FOOKSANG	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	BOBENO	Ger. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	SUNGKANG	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	SINGAN	Brit. str.	J. Bortfeldt
KOBÉ & YOKOHAMA	SI-KIANG	Brit. str.	J. Bortfeldt

## "SHIRE" LINE OF STEAMERS, LIMITED.

## PROJECTED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

FOR STRAITS DATES OF DEPARTURE

LONDON, LEITH & ANTWERP "CARMARTHENSHIRE" About 24th Aug.

SHANGHAI, NAGASAKI, KOBÉ & "DEN OF GLAMIS" About 5th Sept.

YOKOHAMA "FLINTSHIRE" About 1st Oct.

SHANGHAI, KOBÉ & YOKOHAMA "FLINTSHIRE" About 1st Oct.

\* Does not carry passengers.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

Hongkong, 17th August, 1912.

## INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SINGAPORE & SOERABAYA "CHUNANG" Wed., 21st Aug., Noon.

SHANGHAI via SWATOW "KWONGSANG" Thursday, 22nd Aug., Noon.

SHANGHAI via SWATOW "LOONGSANG" Saturday, 24th Aug., 2 P.M.

\* TIENTSIN via SWATOW & TIENTSIN "GHIPSHING" Sunday, 25th Aug., D'light.

SHANGHAI, KOBÉ AND MOJI "NAMSANG" Thursday, 29th Aug., Noon.

\* SINGAPORE, PENANG & CALCUTTA "FOOKSANG" Friday, 30th Aug., Noon.

\* MANILA "YUENANG" Saturday, 31st Aug., 2 P.M.

## RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on through Bills of Lading to Yantai, Tientsin, Weihaiwei, Chefoo, Tientsin and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

GENERAL MANAGERS.

Hongkong, 19th August 1912.

## BRITISH INDIA S. N. CO., LD.

## NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBÉ, HONGKONG AND BANGCOON.

## EASTWARD.

The S.S. "MUTTRA," 4,644 tons, Captain H. Carey, will be despatched for YOKOHAMA and KOBÉ on 28th Aug., at 4 p.m., to be followed on 28th August by S.S. "TINTIDA," (Capt. A. J. Ewins, taking Cargo and Passengers at Current Rates.

## WESTWARD.

The S.S. "ITOLA," Captain Tucker, will leave Hongkong for SINGAPORE, PENANG and BANGCOON on the 28th August, at Noon, followed by the S.S. "MUTTRA," Captain H. Carey, on the 9th Sept., at Noon, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

AGENTS.

Telephone No. 215.

Hongkong, 16th August, 1912.

## VESSELS ON THE BERTH

## GLEN LINE (McGREGOR, GOW &amp; Co.) LIMITED.

THE Steamship

"GLENROY."

Captain H. W. L. Holman, will be despatched for NAPLES, LONDON and LEITH, on or about 20th August.

To be followed by

S.S. "GLENLOGAN."

Captain J. McGregor, for NAPLES and ANTWERP, sailing on or about 14th Sept.

For Freight and Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 3rd August, 1912. 1951 952

## REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALACCA COAST).

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "ATOLL" On or about 23rd August.

FOR BOSTON AND NEW YORK.

S.S. "DACRE CASTLE" On or about 19th Sept.

For Freight and further information, apply.

DODWELL & Co., Ltd.,

Agents.

Hongkong, 24th July, 1912. 891-933

## HONGKONG-BOSTON &amp; NEW YORK.



## AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL.

(With Liberty to call at the Malacca Coast.)

S.S. "INVERLODE" About 10th Sept.

For freight and further information apply to—

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 23rd July, 1912. 929

## ON SALE.

## A TABLE OF THE

## RATES OF EXCHANGE

## AT HONGKONG

## FOR DEMAND DRAFTS ON BOMBAY.

On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1909;

ALSO

RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: 51 Cash.

On Sale at the "DAILY PRESS" Office, or Local Bookellers.

## ON SALE

## AT THE

## HONGKONG DAILY PRESS OFFICE.

## NEW AND UP-TO-DATE

## PLANS OF THE SI-KIANG.

OR

## WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

## VIA VANCOUVER.

## THE CANADIAN PACIFIC RAILWAY

## PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

## SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong, 1912

"EMPEROR OF INDIA" Sat., 24th Aug.

"EMPEROR OF JAPAN" Sat., 14th Sept.

"MONTEAGLE" Sat., 5th Oct.

"EMPEROR OF INDIA" Sat., 16th Nov.

Steamships leave HONGKONG at 6 P.M.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.40

Intermediate Steamship) "243" "245"

"Monteagle" "243" "245"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information: Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. GRADDICK, General Traffic Agent for China.

Corner Pender Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

THE WELDING AND CUTTING OF METALS

By the OXY-ACETYLENE SYSTEM

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

Hydraulic and Pneumatic Tools installed throughout the Works.

GRAVING DOCK

78' x 88' x 34' 6"

Pumps empty Dock in 23 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.

50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.

MANAGERS AND AGENTS.

TAIKOO DOCKYARD & ENGINEERING CO., LTD.

OF HONGKONG.

TAIKOO DOCKYARD, HONGKONG.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.



**PENINSULAR & ORIENTAL**

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, HANKOW, MOJI, KOBÉ & YOKOHAMA	CEYLON Capt. A. E. A. Baker	About 21st Aug.	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CANDIA Capt. R. E. Shono	About 23rd Aug.	Freight only.
SHANGHAI	INDIA Capt. G. W. Gordon, R.N.R.	About 29th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, PALMA and YOKOHAMA	PALMA Capt. H. W. A. Clark, R.N.R.	About 30th Aug.	Freight only.
LONDON via USUAL PORTS	ASSAYE Capt. G. W. Cockman, R.N.R.	Noon, 31st Aug.	See Special of Call. For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 19th August, 1912.

**CHINA NAVIGATION CO., LD.**

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	On 20th Aug., 8 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 20th Aug., 4 P.M.
KOBE and HAIPHONG	"SUNGKIANG"	On 22nd Aug., 8 A.M.
WEIHAIWEI & TIENTSIN	"HUGHOW"	On 22nd Aug., 4 P.M.
SHANGHAI	"CHEWAN"	On 23rd Aug., 4 P.M.
NINGPO & SHANGHAI	"HANGCHOW"	On 23rd Aug., 4 P.M.
SHANGHAI	"LINAN"	On 24th Aug., 4 P.M.

IN CONJUNCTION WITH AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE. "CHANGSHA" On 28th Aug., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailing. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.  
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.  
For Freight or Passage apply to BUTTERFIELD & SWIRE, Hongkong, 19th August, 1912. TELEPHONE 35. AGENTS.

**THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.**

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
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ALDENHAM	On 23rd Aug.	On 23rd Aug., Noon.
EMPIRE	On 23rd Aug.	On 14th Sept., Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,  
Agents.**HAMBURG-AMERIKA LINIE.**

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA." Regular Sailings from JAPAN, CHINA and PHILIPPINES, via SINGAPORE and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR SHANGHAI, KOBÉ & YOKOHAMA:	FOR HAVRE & HAMBURG:
S.S. PISA ... 23rd August.	S.S. GOLDENFELS ... 1st Sept.
S.S. O. J. D. AHLERS ... 26th August.	S.S. BREISGAVIA ... 5th Sept.
S.S. C. FERD. LABISZ ... 13th Sept.	S.S. SUEVIA ... 12th Sept.
S.S. ARCADIA ... 24th Sept.	FOR MARSEILLES, HAVRE, HAMBURG & ANTWERP:
S.S. SCANDIA ... 10th Oct.	S.S. FREUSSEN ... 16th Sept.
	FOR BOSTON & NEW YORK:
	S.S. AMERICA ... 31st Aug.

For Further Particulars, apply to—  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

**DOUGLAS STEAMSHIP CO., LD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW

AND RETURN.  
(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 20th Aug., at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 23rd Aug., at 11 A.M.

FOR SWATOW AND RETURN.  
(Occupying 3 Days).

"HAIMUN"	Capt. J. W. Evans	WEDNESDAY, 21st Aug., at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the month of August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—  
DOUGLAS, LAPRAIK & Co.,  
General Managers.

Hongkong, 15th August, 1912.

**TOYO KISEN KAISHA.**IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND

TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU,"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING
TENYO MARU	E. Bent	TUESDAY, 20th Aug., Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 18th Oct., at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 29th Oct., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBÉ, YOKKAICHI, YOKOHAMA and HONOLULU, on TUESDAY, the 20th August, at Noon.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU AND KIYO MARU

Ply between HONGKONG and COBONEL via MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.
KIYO MARU	17,500	SATURDAY, 1st Feb., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

**EST ASIATIQUE FRANCAIS**

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

WIRELESS TELEGRAPHY. **TONKIN** FAST LINE.

in 53 hours.

S.S. "SI-KIANG" Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 28th Aug., 1912, at 9 A.M.

For Passages and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

**OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 3rd Oct., at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 31st Oct., at 1 P.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 21st Aug., at 10 A.M.

N.B.—The Co.'s Coast-Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Praya Central). For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

778-7

S. HIROL,  
MANAGER**NIPPON YUSEN KAISHA**

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses	16,000	WEDNESDAY, 28th Aug., at Daylight.
	KAGA MARU Capt. G. Tabusa	12,000	WEDNESDAY, 11th Sept., at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	SINABA MARU Capt. S. Tomimaga	12,500	TUESDAY, 27th Aug., at 4 P.M.
	SHIDZUOKA MARU Capt. —	12,500	TUESDAY, 10th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. N. Yagi	9,600	FRIDAY, 30th Aug., at Noon.
	KUMANO MARU Capt. M. Winkler	9,600	FRIDAY, 27th Sept., at Noon.
BOMBAY via SINGAPORE, and COLOMBO	KAWACHI MARU Capt. Christensen	12,000	MONDAY, 19th Aug.
KOBÉ and YOKOHAMA	HITACHI MARU Capt. T. Yamawaki	16,000	WEDNESDAY, 28th Aug., at Noon.
SHANGHAI, MOJI and KOBÉ	WAKASA MARU Capt. N. Nielsen	12,000	WEDNESDAY, 28th Aug.
NAGASAKI, KOBÉ & YOKOHAMA	KUMANO MARU Capt. M. Winkler	9,600	WEDNESDAY, 28th Aug., at Noon.
SHANGHAI and KOBÉ	TOTOMI MARU Capt. Kawashima	4,000	MONDAY, 26th Aug.

Fitted with New System of Wireless Telegraphy.

Cargo only

**NEW LINE OF STEAMERS**

BETWEEN

KOBÉ &amp; CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBÉ TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong:—

"TOSA MARU,"	6,000 tons, Capt. T. Sato	Saturday, 24th Aug.
"JINSEN MARU,"	4,000 tons, Capt. Meshida	Saturday, 7th Sept.

**REDUCED SUMMER RATES**

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd ..	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

112-13-556

**PENINSULAR & ORIENTAL**

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE .....	7500	August 31	MEDINA .....	12500	Sept. 28	Oct. 4
INDIA .....	8000	September 14	MALWA .....	11000	Oct. 12	Oct. 18
DEVANHA .....	8000	September 28	MOOLTAN .....	10000	Oct. 26	Nov. 1
CHINA .....	8000	October 12	MACEDONIA .....	10500	Nov. 9	Nov. 15
DELTA .....	8000	October 26	MOREA .....	11000	Nov. 23	Nov. 29
INDIA .....	8000	November 9	MARMORA .....	10500	Dec. 7	Dec. 13
ASSAYE .....	7500	November 23	MOLDAVIA .....	10000	Dec. 21	Dec. 27

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE, £106.14 RETURN.

2nd " 24.88 " 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave Hongkong	Due London
NUBIA	September 4	October 19
SARDINIA	September 18	November 2
NAMUBIA	October 16	December 1
NANKIN	October 30	December 15
NYANZA	November 13	December 29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE, £82.10 RETURN.

2nd " 23.10 " 57.4

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT.

781



# TEPLITZ WATER

A most delicious TABLE-WATER for the HOT SEASON:

\$18 PER CASE OF 100 PINTS.

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS. TEL. NO. 960.

Hongkong, 16th August, 1912.

**GUSTAV FEILER,**

**NETZSCHKAU i. VOGT,**

MANUFACTURER OF

**WORSTED GOODS, WOOLLEN**  
and **UNION CASHMERES.**

General Agent for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 16th August, 1912.



OBTAINABLE FROM—  
**THE SINCERE CO., LTD.,**

SUB-AGENT FOR HONGKONG.

Hongkong, 16th August, 1912.

## POST OFFICE NOTICE

\* Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE to EUROPE.  
Letters for this route should be superscribed via SIBERIA.

FOR	PRE	DATE
Japan via Nagasaki	Benader	Monday, 19th, 10.00 A.M.
Shanghai and North China	Glenloch	Monday, 19th, 11.00 A.M.
Straits, Ceylon and Bombay	Kawachi Maru	Monday, 19th, 11.00 A.M.
Macao	Sui Tai	Monday, 19th, 1.15 P.M.
Straits and Ceylon	Bohemia	Monday, 19th, 4.30 P.M.
Haiphong, Pakhoi and Saigon	Singap	Monday, 19th, 5.00 P.M.
Pakhoi, Haiphong and Saigon	Hanoi	Tuesday, 20th, 9.00 A.M.
Satow, Amoy and Foochow	Haiyang	Tuesday, 20th, 10.00 A.M.
FORMOSA via KUEILUNG, SHANGHAI, NORTH CHINA, JAPAN via NAGASAKI, HONGKONG, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)	Tenyo Maru	Tuesday, 20th, 10.00 A.M. Registration... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.
Straits and India via Calcutta	Dilwara	Tuesday, 20th, Noon.
Macao	Sui Tai	Tuesday, 20th, 1.15 P.M.
Philippine Islands	Tan...	Tuesday, 20th, 3.00 P.M.
Japan via Yokohama	Muttra	Tuesday, 20th, 3.00 P.M.
Satow, Amoy, and Formosa via Amoy	Sohu Maru	Wednesday, 21st, 9.00 A.M.
Shanghai, North China, and Japan via Kobe	Narunag	Wednesday, 21st, 10.00 A.M.
Satow	Haimu	Wednesday, 21st, 10.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via NAPLES (Late Letters 11 to 11.20 A.M. Extra postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	Lutkov...	Wednesday, 21st, 10.00 A.M. Registration... 10.15 A.M. (Registration with late fee of 10 cents, up to 11.00 A.M.) Registration Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.
Macao	Sui Tai	Wednesday, 21st, 1.15 P.M.
Philippine Islands	Zafro	Wednesday, 21st, 3.00 P.M.
Hohow, Haiphong, Pakhoi and Saigon	Sungkiang	Wednesday, 21st, 5.00 P.M.
Shanghai and North China	Chenan	Thursday, 22nd, 3.00 P.M.
Waikow and Tientsin	Huichow	Thursday, 22nd, 3.00 P.M.
Satow, Amoy and Foochow	Haiding	Friday, 23rd, 10.00 A.M.
Ningpo, Shanghai and North China	Hanchow	Friday, 23rd, 3.00 P.M.
Philippine Islands	Loongshing	Saturday, 24th, 1.00 P.M.
Satow	Chipsing...	Saturday, 24th, 5.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, via NAGASAKI, UNITED STATES, SOUTH AMERICA, CANADA via VANCOUVER and UNITED KINGDOM via CANADA (EUROPE via SIBERIA)	Empress of India	Saturday, 24th, 4.00 P.M. Registration... 3.15 P.M. (Registration with late fee of 10 cents up to 4.00 P.M.) Registration Kowloon B.O. ... 3.00 P.M. Letters ... 5.00 P.M.
Philippine Islands, Australia, Tasmania and New Zealand	Changsha	Wednesday, 28th, 3.00 P.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via BRINDISI (Late Letters 11.00 to Noon. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) The Parcel mail will be closed on Friday the 30th instant, at 5 p.m.	Assays	Saturday, 31st, 10.00 A.M. Registration... 10.15 A.M. (Registration with late fee of 10 cents up to 11.00 A.M.) Registration Kowloon B.O. ... 9.30 A.M. Letters ... 11.00 A.M.

REGISTRATION—Correspondence can be registered for mails to Europe, Canada, and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the Coast Ports of China by other than contract steamers close a quarter of an hour before the ordinary mail.  
For Registration late fee by contract Packets, see time of closing above.

MAILS FOR CANTON, WUCHOW and SAMSHUI are closed on week-days at 7.30 a.m. and at 6 p.m.  
Mails for MACAO are closed on week-days at 7.15 a.m., and at 1.15 p.m. On Sundays the mail is closed at 8 a.m.  
Mails for NANTAO, SUABU, KONGMOON and KAMCHUK are closed on week-days at 6 p.m. On Sundays the mails are closed at 9 a.m.  
A mail for Long Island (Cheung Chow) is despatched per steam launch Cheungchow daily at 1.30 p.m.

REGISTRATION—Correspondence can be registered for mails to Europe, Canada, and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the Coast Ports of China by other than contract steamers close a quarter of an hour before the ordinary mail.  
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For Registration late fee by contract Packets, see time of closing above.

## COMMERCIAL.

### CLOSING QUOTATIONS.

August 17th.	
ON LONDON:	
Telegraphic Transfer	2 1/2
Bank Bills, on demand	2 1/2
Bank Bills, at 30 days' sight	2 1/2
Bank Bills, at 4 months' sight	2 1/2
Credit, at 4 months' sight	2 1/2
Documentary Bills at 4 months' sight	2 1/2
ON PARIS:	
Bank Bills, on demand	254 1/2
Credit, at 4 months' sight	259
ON GERMANY:	
On demand	206 1/2
ON NEW YORK:	
Bank Bills, on demand	49 1/2
Credit, at 60 days' sight	50 1/2
ON BOMBAY:	
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
ON CALCUTTA:	
Telegraphic Transfer	150 1/2
Bank, on demand	150 1/2
ON SHANGHAI:	
Bank, at sight	7 1/2
Private, 30 days' sight	7 1/2
ON YOKOHAMA:	
On demand	98 1/2
ON MANILA:	
On demand	99
ON SINGAPORE:	
On demand	86 1/2
ON BATAVIA:	
On demand	121
ON HAIKONG:	
On demand	1 1/2 p.m.
ON SAIGON:	
On demand	75
ON HANKOW:	
On demand	49.85
GOVERNMENT, Bank's Buying Rate	49.85
GOLD LEAF, 100 fine, per tola	852.00
SILVER, per tola	29
SUBSIDIARY COINS.	
Chinese, 20 cents piece	55.25 discount
Chinese, 10 " "	58.85 " "
Hongkong, 20 " "	58.80 " "
Hongkong, 10 " "	56.60 " "

### MAILS VIA SIBERIA.

Date	Due
July 31st.	August 17th.
August 3rd.	August 19th.

## SHARE LIST.—QUOTATIONS.

HONGKONG, 17TH AUGUST, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$825, sellers
China Borneo Company, Limited	50,000	\$12	all	\$9, sales
China Light and Power Company, Limited	50,000	\$5	all	\$1.90, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$8 1/2, " "
COXSON MILLS.—				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 98 1/2
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$22
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$61 1/2, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$46 1/2, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 49
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 96
Green Island Cement Co., Limited	400,000	\$10	all	\$3.90, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, sales
Hongkong Hotel Company, Limited	12,000	\$50 1/2	all	\$11 1/2, buyers
Manila Metropole Hotel Limited	15,000	P. 10	all	\$75, buyers
Hongkong Ice Company, Limited	50,000	\$25	all	\$200, sales, x. div.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19, x. div.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$3, sellers
INSURANCE.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$237 1/2, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$354
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 130
Union Insurance Society, Limited	12,000	\$250	\$100	\$800
Yongkang Insurance Association, Limited	12,000	\$100	\$60	\$190, Ex 73
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$102 1/2
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$7.85, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 86
West Point Building Co., Limited	12,500	\$50	all	\$54, buyers
Meatschappij tot Mijn. Bosch-en Landbouw exploitatie in Langkat	25,000	Gds. 10	all	Tls. 61 1/2, buyers
MINEING.—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	33/
Chongmin Mining, Limited	1,000,000	\$1	all	74 1/2
Hoswood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	4 1/2
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3 1/2, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$103, sal. & buy.
Philippine Co., Limited	50,000	\$10	\$1 1/2	\$1
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$116, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$54, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$83, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$26, buyers
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	all	\$26, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$67, x. L/don
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	106 1/2, buyers
Star Ferry Company, Limited	21,000	\$10	all	\$41, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$5
BROKERS AND AGENTS.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$35
Wm. Powell, Limited	15,000	\$7	all	\$7, buyers
Watkins, Limited	10,000	\$10	all	\$4.30, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$4.90, buyers
Weissmann, Limited	3,000	\$10	all	\$16, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$10, sales
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asiatic Oriental Agency, Limited	9,900 only.	\$10	\$4	\$9 1/2, x. div., buy.
Union Waterboat Co., Limited	100 shares	\$10	all	\$530
UNION WATERBOAT CO., LIMITED	50,000	\$10	all	\$10, sal. & buy.
RUBBER.—				
Para Rubber in London	...	...	...	5/- per lb., buyers
LOANS.				
Amount	Value.	Interest.	Quotation.	
Chinese Imperial 1896	Tls. 767,300	Tls. 250	7 1/2 p. annum	Par.

### FORTECOMING EVENTS.

Friday, 23rd August.—	
9 P.M.—Bandmann Opera Co. at the Theatre Royal.—"The Quaker Girl."	
Friday, 30th August.—	
Noon—Auction of Very Valuable Leasehold Properties at Auction Rooms, by Messrs. Hughes & Hough.	

### ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1911.

REVISED BY THE MEMBERS.

PRICE — — — \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.

# "THREE CASTLES"

## CIGARETTES.

WE COULD MAKE THEM CHEAPER,  
BUT WE WON'T.

WE WOULD MAKE THEM BETTER,  
BUT WE CAN'T.

W. D. & H. O. WILLS.

BRISTOL & LONDON.

# TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

"We beg to inform you ROYAL WARRANT awarded our Company for Milk."



**MILKMAID**

CONDENSED MILK.  
STERILIZED NATURAL MILK.  
EVAPORATED CREAM.

ON SALE AT ALL STORES.

# THREE FAMOUS GINS.

ENGLISH GINS.

D.O.L. OLD TOM, BEST LONDON GINS  
D.O.L. DRY, OBTAINABLE.

HOLLAND'S

Schiedam Aromatic Schnapps,

The Foremost and Original Schnapps.

GENEVA BOLS,

The Most Popular and Palatable Geneva.

SOLE AGENTS—  
**GANDE, PRICE & CO., LTD.,**

WINE MERCHANTS,

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Telephone No. 135.

IMPORTANT TO ENGINEERS.

# ANTI-FRICTION METAL

"MARINE BEARING"

FOR LINING BEARINGS

AND

FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



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14, DES VUEX ROAD CENTRAL, HONGKONG.

Telephone: 385 and 386.

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